



February 22, 2007

TO: Transportation Authority of Marin Commissioners

FROM: Dianne Steinhauser, Executive Director

RE: First Addendum to the Professional Services Contract with Carter & Burgess, Inc., Agenda Item 5b

Dear Commissioners:

Executive Summary

As a result of a very unique funding opportunity, improvements to the westbound Interstate 580 connector to northbound Highway 101 are currently under consideration by the California Transportation Commission. At the direction of the TAM Board the proposed improvements have been submitted as a candidate for funding as part of the voter approved Infrastructure Improvement Bond, Corridor Improvement Account, or CMIA element of the I-Bond program. In order to demonstrate the proposed candidate complies with the established criteria, TAM was asked to prepare and submit a series of reports and studies required to assess the project.

To meet the aggressive timeline staff requested the consulting firm of Carter & Burgess to prepare these reports as part of their related work on the US101/ I580 Greenbrae Corridor. Per our request Carter & Burgess submitted a series of task order proposals to analyze and prepare the necessary reports and studies. As this scope of work was not envisioned at the time the original scope of work was agreed upon, we are requesting approval to issue an addendum to the Contract. The proposed cost increase in the amount of \$230,288 is available within the Regional Measure 2 program previously allocated by the Metropolitan Transportation Commission. The scope of work and associated costs have been reported to, and concurred with, by the Greenbrae Corridor Sub-Committee.

Recommendation: Authorize the Chair to execute the First Addendum with the consulting firm of Carter & Burgess, Inc. for additional professional services related to the US101/ I580 Greenbrae Corridor Complex.

Background

The consulting firm of Carter & Burgess has been retained to assist TAM in developing a comprehensive set of multi-modal transportation improvements within the Highway 101/ Interstate 580 Greenbrae Corridor Complex. These potential improvements are intended to address traffic congestion by promoting alternative forms of transportation, improving access to transit, and improving the operational capacity of our highway system and adjacent local road network. Your staff and the consulting team have recently completed an extensive data collection effort that is being used to analyze existing conditions and forecast future traffic

conditions. Funding for this series of congestion relief transportation projects is provided by the Regional Measure 2 Program, a voter approved toll increase on state operated bridges.

A very unique funding opportunity recently became available to Marin County as part of the Governors' proposed infrastructure improvement bond measure. As you know this bond measure was passed last November by the voters of California. During the development of the bond measure the California Transportation Commission (CTC) provided a set of guidelines to the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) that define the criteria in which a project would be considered. Your staff has worked closely with the MTC and Caltrans to assess our transportation system and to submit projects that comply with the established criteria. After considerable efforts and approval by the TAM Board, improvements to the Marin-Sonoma Narrows, and improvements to elements of the Highway 101/ Interstate 580 Interchange have been submitted as candidates for funding under the infrastructure bond program.

In order to demonstrate a proposed candidate complies with the established criteria TAM was asked to prepare and submit a series of reports and studies required to assess the project. The Marin-Sonoma Narrows project has been underway for a number of years with the environmental documents due to be released within the next few months. We have been working with Caltrans to ensure the Narrows project has all the necessary documents for further consideration. The proposed improvements to the US101/ I580 Interchange include reconstruction of the westbound I580 connector to northbound US101. Improvements to various elements of the US101/ I580 Interchange have been studied for many years by Caltrans. The southbound US101 connector to eastbound I580 will be replaced as part of the construction project currently underway. While Caltrans was preparing the various reports for the HOV gap closure project(s) the concept of improving the westbound I580 connector to northbound Highway 101 was analyzed for operational improvements. In fact these potential improvements were included in the environmental documents. Based on funding constraints for the HOV gap closure project these improvements were not included in the current construction project.

The traffic analysis Carter & Burgess is performing as part the Greenbrae Corridor includes the study of traffic movements along US101 from the Tamalpais Drive Interchange up to the I580 Interchange, including access points and the effects to the local roadway network. The scope of work required to prepare the reports necessary for TAM to adequately demonstrate the US101/ I580 connector complies with the CTC criteria was not contemplated in the current scope of work. As a result your staff has requested the consultant define the level of effort and associated costs to prepare the necessary documentation to demonstrate the benefits of the connector improvements. The timeline and submittal deadlines have been a challenging task for both TAM staff and the consulting team. In order to meet these timeline, staff has asked the consultant to work under a well defined task order procedure to provide the necessary report. The scope of work and associated costs have been reported to, and concurred with, by the Greenbrae Corridor Sub-Committee.

The additional cost for this work is within the overall scope and intent of the Regional Measure 2 Program. TAM has previously been allocated monies by the MTC to fund this effort.

Recommendation: Authorize the Chair to execute the attached First Addendum with the consulting firm of Carter & Burgess, Inc. for additional professional services related to the US101/ I580 Greenbrae Corridor Complex.

Attachment: First Addendum to Contract No. C-FY05/06-007

FIRST ADDENDUM TO CONTRACT NO. C-FY05/06-007 BY AND BETWEEN THE

TRANSPORTATION AUTHORITY OF MARIN AND CARTER & BURGESS, INC.

DATED: February 22, 2007

THIS FIRST ADDENDUM is made and entered into this _____ day of _____ 2007, by and between the TRANSPORTATION AUTHORITY OF MARIN, (hereinafter referred to as "TAM") and Carter & Burgess Inc. (hereinafter referred to as "Contractor").

RECITALS

WHEREAS, TAM and the Contractor entered into an agreement to Prepare Project Reports and Environmental Documents for the Highway 101 Greenbrae Corridor, dated June 22, 2006 ("Agreement"); and

WHEREAS, the parties desire to amend the agreement to increase the scope of services provided; and

NOW, THEREFORE, the parties agree to modify Sections 1, 4, and 5 as set forth below.

AGREEMENT

1. Section 1 "Scope of Services", is hereby amended to read as follows:

Contractor agrees to provide additional services described in EXHIBIT "A1", attached hereto

2. Section 4, "Maximum Cost to TAM", is hereby amended to read as follows:

In no event will the cost to TAM for the original scope of services and the additional scope of services to be provided herein exceed the maximum sum of **\$2,024,167** including direct non-salary expenses.

3. Section 5, "Time of Agreement", the first sentence is hereby amended to read as follows:

This Agreement shall commence on June 22, 2005, and shall terminate on **November 30, 2007**.

Except as otherwise provided herein all terms and conditions of the agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this First Addendum on the day first written above.

"Transportation Authority of Marin

"CONTRACTOR"

By: _____

By: _____

Chair, Steve Kinsey

Name: _____

Transportation Authority of Marin

Title: _____

to: Kai Chan

project: Hwy 101 Greenbrae Corridor

from: Shari Adams

project no: 160577.012

date: August 22, 2006

subject: Hwy 101 Corridor Plan

copies: Dina Potter, Kai Chan

Description of Scope Change:**Task A-1:****Research and Project Information Gathering**

The project team will research transportation and transit projects implemented and planned for the Highway 101 corridor during the period of 2000 to 2015. These will include projects in the counties of Marin, Sonoma and Mendocino (and in coordination with Lake County), and local projects led by various cities along the corridor that may have a significant impact on the traffic flow on HWY 101. Information will be obtained from existing project materials and local/regional transportation plans. We will research the project location, responsible agencies/organizations, funding sources and other available project information.

Deliverable: *list of projects along 101 with brief description of each*

Task A-2:**Develop Corridor Plan / Materials**

The project team will utilize existing information to develop a comprehensive corridor plan document. The corridor plan will capture the projects that local and regional groups have completed and discuss projects planned for the future to improve movement along the corridor. Projects will include highway improvements, transit and multi-use options. We will develop a template to present project materials. The ultimate result will be a briefing package, with draft project fact sheets, that presents completed projects and projects envisioned for the future along this corridor.

Note: We assume that the project materials will be updated and refined following presentation to the TAM Board to reflect input and questions.


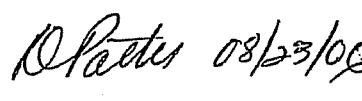
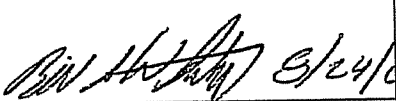
Deliverable: *draft briefing package with a draft fact sheet for each project*

Team Members: Shari Adams, Kai Chan, Jennifer Allen

Schedule and Deliverables: The Deliverables are listed above. These tasks are implemented to support the September 28th TAM board meeting and Tam's discussions with CTC at their October 11th meeting.

Estimate: \$28,776

Reviewer's Comments: None

Team Leader / Date	C&B Project Manager / Date	TAM Project Manager / Date
 8/23/06	 08/23/06	 8/24/06
Signatures in the boxes above indicate acceptance of this Scope Change Form.		

to: Kai Chan

project: Hwy 101 Greenbrae Corridor

from: Shari Adams

project no: 160577.012

date: October 15, 2006

subject: Hwy 101 Corridor Plan

copies: Dina Potter

Description of Scope Change:**Task A-3: Estimate Economic Impacts from Transportation Systems**

The Project team will prepare a summary of existing national, statewide, and regional research on economic impacts from transportation systems on local and regional economies. We will bring this general research into focus by identifying the potential for economic benefits on several levels such as growth in public revenues through increased property values and through diversification of the economic base (local communities with local businesses that benefit from regional traffic flow).

Deliverables:


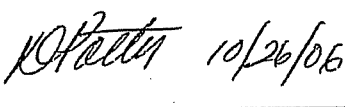
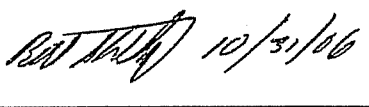
1. Fact Sheet for economic impacts of with Highway 101 Corridor transportation investments – information piece
2. Northern California Map depicting major goods movement routes
3. Updates Fact Sheets for projects along HWY 101 in Marin, Sonoma and Mendocino Counties
4. Summary list of projects with area map
5. Updates Project detailed list
6. Revised Cover Memo
7. Report Cover
8. 130 copies of the Corridor Plan (in color, and bound)

Team Members: Shari Adams, Kai Chan, Jennifer Allen, Jake McMurtry, Dina Potter, and
Reproduction staff and supplier

Schedule and Deliverables: The Deliverables are listed above. These tasks are to support the TAMs discussions with CTC and other interested parties.

Estimate: \$22,080

Reviewer's Comments: None

Team Leader / Date	C&B Project Manager / Date	TAM Project Manager / Date
 10/26/06	 10/26/06	 10/31/06
Signatures in the boxes above indicate acceptance of this Scope Change Form.		

to: Dina Potter

from: Kai Chan

date: September 21, 2006

copies: Dina Potter, Bill Whitney

project: Hwy 101 Greenbrae Corridor

project no: 160577.012

subject: Hwy 101 Weaving Section Analysis,
between the EB Rte 580 to NB US
101 Connector and the NB US 101
to 2nd Street off-ramp

Description of Scope Change:

Objective of Study

Currently, construction is underway at the Hwy 101 and I-580 interchange. TAM is interested in determining whether a second lane can be striped on the EB I-580 connector to N/B Hwy 101. However, Caltrans is concerned about whether Hwy 101 would operate adequately with the additional lane. Therefore, this scope change request consists of examining the lane configuration on Hwy 101 for the weaving section downstream of the connector, traffic on Hwy 101 between the EB Rte 580 connector to NB Hwy 101, and the NB Hwy 101 off-ramp to 2nd Street to determine the optimum lane configuration for traffic operations.

Work Scope

Task 1. Estimate Weaving Traffic Demands for Current, Interim Year, and Year 2030

Conditions - Consultant will conduct field reviews and observe weekday AM and PM peak traffic flow through the weaving area to estimate the percentage of traffic that:

- a) enters NB Hwy 101 from I-580 and exits at 2nd / Irwin Street
- b) enters NB Hwy 101 from I-580 and stays on Hwy 101 past 2nd Street/Irwin Street
- c) is on NB Hwy 101 south of I-580 and exits Hwy 101 at 2nd Street/Irwin Street
- d) is on NB Hwy 101 south of I-580 and continues on NB Hwy 101 past 2nd Street/Irwin Street.

Based upon traffic counts and traffic demand projections developed as a part of the Hwy 101 Gap Closure Project, the Consultant will estimate weaving traffic demand for weekday AM and PM peak hours considering completion of the HOV lane project. Using year 2030 travel demand modeling results provided by the Transportation Authority of Marin, the Consultant will estimate weaving traffic demands for year 2030 weekday AM and PM peak hours. Using interpolation techniques, the Consultant will estimate weaving traffic demands for one interim year, i.e., year 2015.

Deliverable: Technical memorandum summarizing weaving traffic demands for Current, Interim Year, and Year 2030 Conditions

Task 2. Conduct Weaving Segment Analysis - The Consultant will conduct weaving analysis for up to five alternative weaving configurations for year Current, Interim Year, and Year 2030 conditions; a total of up to 30 weaving analyses considering weekday AM and PM peak periods. The five configurations will be approved for analysis beforehand by TAM and the City of San

Rafael. The analyses will be conducted using the Leisch Method for both balanced lane and imbalanced lane sections. The capacity analysis will be limited to the weaving segment and no analysis will be conducted downstream on Hwy 101 (i.e., north of the 2/Irwin Street exit).

Deliverable: Technical memorandum.

Task 3. Develop Conceptual Design of Alternative Weaving Configurations - Based on the analysis in Task 3, Consultant will develop lane configuration diagrams for up to three potential designs. The designs will include lane configuration diagrams, typical cross sections, and estimated construction cost. The typical cross sections will also include looking at East Francisco Blvd.

Deliverable: Lane configuration diagrams, typical cross sections, cost estimate and large size plans suitable for presentations.


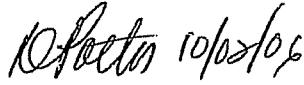
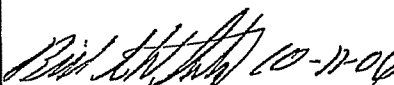
Cost Estimate Worksheet

Team Members: Kai Chan, David Parisi, Matt Haynes, and supporting staff

Schedule and Deliverables: The Deliverables are listed above. These tasks are implemented to support TAM's discussions with CTC at their October 11th meeting.

Estimate: \$37 k, See attached spreadsheet for details.

Reviewer's Comments: None

Team Leader / Date	C&B Project Manager / Date	TAM Project Manager / Date
 10/2/06	 10/02/06	 10-11-06
Signatures in the boxes above indicate acceptance of this Scope Change Form.		

to: Dina Potter

project: Hwy 101 Greenbrae Corridor

from: Kai Chan

project no: 160577.012

date: November 16, 2006

subject: PSR for Rte 580 connector to
northbound US 101

copies: Dina Potter, Bill Whitney

Description of Scope Change:

Please refer to attached Memo from Kai Chan to Bill Whitney, dated November 16, 2006

Cost Estimate Worksheet

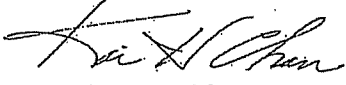

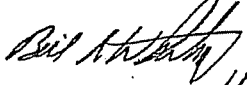
Please refer to cost estimate attached to Memo from Kai Chan to Bill Whitney, dated November 16, 2006

Team Members: Kai Chan, Mahvash Harms, David Parisi, Chris Mitchell, and supporting staff

Schedule and Deliverables: The Deliverables are listed in the attached memo. TAM approved NTP during telephone conversation on November 14, 2006 among Dianne Steinhauser, Bill Whitney, Dina Potter, and Kai Chan.

Estimate: \$142,432 See attached

Reviewer's Comments: High priority, need to expedite work

Team Leader / Date	C&B Project Manager / Date	TAM Project Manager / Date
 November 16, 2006	 November 16, 2006	 11-17-06
Signatures in the boxes above indicate acceptance of this Scope Change Form.		

to: Bill Whitney, TAM Project Manager

project: Highway 101 Greenbrae Corridor

from: Kai Chan

project no: 160577.012

date: November 16, 2006

subject: PSR Scope for the Route 580 Connector to
Northbound US-101

copies: Dina Potter, Jake McMurtry

Dear Bill:

This memo describes the technical studies and transportation analysis scope required to support the preparation of a Project Study Report (PSR) for improvements at the US 101/Rte 580 interchange in San Rafael, California. It is our understanding that the PSR will propose improvements to the westbound Rte 580 to northbound US 101 connector, particularly to address recurring queuing on westbound I-580 due to heavy traffic volumes. Options 2 and 4 from Fehr & Peers' NB US 101/I-580/2nd Street Weaving Section Analysis will be the alternatives included in the PSR.

We also understand that TAM will be submitting projects for Corridor Mobility Improvement Account (CMIA) funding and will need a supporting PSR or equivalent document (including an environmental document); a corridor system management plan and associated agreements; and other studies and analyses that document and support the costs, benefits, and schedule for the CMIA project nomination.

Some key dates, from the Draft CTC CMIA Program Guidelines include the following:

CTC adopts guideline for the CMIA program – **December 1, 2006**

Caltrans or Regional Agencies nominates CMIA projects – **January 16, 2007**

CTC adopts initial CMIA program of projects – **March 1, 2007**

It is Carter & Burgess' desire to fully support TAM on the nomination of projects for the CMIA program and to provide the necessary services to work in partnership with TAM to obtain CMIA funding for the project, and any other projects in Marin County.

Due to the extremely short schedule, the following constrained scope and schedule is proposed for the PSR for the US 101/Rte 580 interchange improvements.

T1, Planning (TAM issue NTP) – Nov 17, 2006 (TAM's NTP issued Nov 14, 2006)

T2, Review Traffic and Geometric concepts – November 29, 2006

T3, Geometric Design for Improvements (profile, layout, typical sections) – Dec 6, 2006

T4, Draft Traffic Operations Memo for Improvements – Dec 6, 2006

T5, Right of Way Data Sheet – Dec 15, 2006

T6, Advance Planning Studies – Dec 15, 2006

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- T7, Environmental Assessment (PEAR) – Dec 15, 2006
- T8, Cost Estimate for Improvements – Dec 15, 2006
- T9, Preparation of the Administrative Draft PSR – Dec 1, 2006 to Dec 15, 2007
- T10, Support TAM's Project Submittal to CTC – Jan 1, 2007 to Jan 16, 2007
- T11, Complete Draft PSR – Feb 28, 2007
- T12, Work with TAM to Obtain Approval of Final PSR – April 30, 2007

Scope of Work:

Task 1 - Planning

CB will work with TAM and Caltrans to collect data needed for the PSR. Working with Fehr & Peers, and based on anticipated requirements for the Cal B/C model, CB will work with Fehr & Peers to develop a strategy to estimate the traffic performance measures that will be used in the Benefit Cost Analysis.

CB will obtain available existing reports, studies, as-builts, right of way maps, TASAS reports, survey information, and mapping from Caltrans for the project. This information will be used to develop the background information for the PSR.

Task 2 - Review Traffic and Geometric Concepts

CB will work with Fehr & Peers and Caltrans to review available traffic data, and refine and develop the geometric design for Option #2 and #4.

Task 3 - Geometric Design

CB will obtain as-built and construction plans from the Central US 101 project to develop the base map that will be used to for the geometric design of the improvements. The geometric design will consist of the development of preliminary profiles, superelevations, and typical sections, as needed, to develop a confident construction cost estimate. The level of details will be limited by the base map that is available for the study. This task does not include any additional surveys or aerial photogrammetry work.

CB will also identify the design exceptions associated with the alternatives. It should be recognized that at this level of geometric design, not all design exceptions could be

identified due to budget constraints. The scope for this task does not include performing detailed geometric analysis to mitigation the design exception or developing variations that would eliminate the design exception.

CB will also exam constructability, stage construction, and traffic handlings so that the project cost estimates accurately reflect this cost consideration. This early assessment will identify any construction risk that must be addressed early in the project development process as it could affect the selected alternatives. The findings will be included in the PSR.

Task 3 Deliverables:

1. Geometric drawings of Option #2 and #4

Task 4 - Draft Traffic Operations Memo

To minimize cost and due to limitation in having an established traffic model for the analysis, our recommended approach is to base the technical analysis of the westbound Rte 580 to northbound US 101 connector improvements using the recent memo prepared by Fehr & Peers (US 101 Weaving Analysis).

The following subtasks describes the tasks that Fehr and Peers has proposed to achieve the approach discussed above within the required time frame.

Subtask 4.1 – "Cal B/C" Worksheet

Fehr and Peers will develop the information needed for the Cal B/C worksheet:

Length of Peak Period	3-Year Collision History on
Current ADT	Facility
Year 2030 Forecast ADT	Statewide Average Collision
Average Hourly HOV Traffic	Rates for Similar Facilities
Percent Traffic in Weave	Statewide Average Percentage of
Percent Trucks	Collisions that are Fatal and
Truck Speed	Injurious for Similar Facilities
On-Ramp Volume	

Subtask 4.2 – Average Delay Comparison

Fehr & Peers will estimate the average delay per vehicle based on the roadway's free-flow speed, the length of queue, and the average congested travel speed as calculated by our weaving analysis to provide a comparison of average vehicular delay for Options #2 and #4.

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Subtask 4.3 – Downstream Effects

Based on previous analysis done for the weaving study on US 101, Fehr & Peers will quantify the resulting traffic output onto northbound US 101, past 2nd Street, to Nave Drive. This will allow for a qualitative discussion regarding the potential likelihood for a new bottleneck to be created at Nave Drive, to address concerns from Caltrans. This will be conducted for Options #2 and #4.

Subtask 4.4– Documentation

Fehr & Peers will document the findings in a technical memo.

Task 4.1 Deliverables:

1. MOEs for Cal B/C model
2. Draft and Final Technical Memo

The above scope of work is based on performing a quick traffic analysis to develop the traffic operations information needed for the Administrative Draft PSR. During circulation of the Administrative Draft PSR, Caltrans or the City may request additional traffic studies. With the proposed approach, it is difficult to anticipate what the Caltrans and City may request. Therefore, CB and Fehr & Peers will provide TAM with scope and estimate for any additional traffic work.

Task 5 - Right of Way Data Sheet

CB will obtain available R/W maps from Caltrans and the City for use in assessing the R/W requirements for the alternatives and analyzing the right of way requirement for the alternatives with the objective of minimizing impacts. Using this information, CB will develop the preliminary right of way requirements and cost for the PSR.

CB will estimate the potential utility conflicts and utility requirements with the objective of minimizing impacts, developing the utility relocation estimate, and identifying need for advance utility coordination work. The recommendation will be included in the PSR.

Task 5 Deliverables:

1. Draft and Final Right of Way Data Sheet

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Task 6 - Advance Planning Studies

CB working with Biggs Cardosa will prepare advance planning study general plans and cost estimates relating to one alternative for the westbound Rte 580 to northbound US 101 connector. The work in this task will satisfy Caltrans requirements for Work Breakdown Structure Activities number 160.10.85 as further described in Biggs Cardosa's cost estimate (see attachment). The standard Caltrans Advance Planning Study format will be used.

Task 6 Deliverables:

1. Structures Advance Planning Studies and Cost Estimate

Task 7 - Environmental Assessment (PEAR)

CB will evaluate environmental constraints. This activity is limited to a review of available environmental studies and reports, and a field review of the project site to assess environmental clearance requirements.

CB will prepare a Preliminary Environmental Analysis Report (PEAR). This task identifies the potential environmental impacts of each alternatives, as well as potential mitigation costs. The PEAR would estimate the scope, schedule, and costs associated with completing environmental compliance and would serve as the foundation for the environmental team to begin studies during the project report/environmental studies stage of the project.

Task 7, Deliverables:

1. Draft and Final PEAR for the PSR

Task 8 - Cost estimate for improvements

CB shall prepare planning level cost estimates for Options #2 and #4. The cost estimate will be based on current year average unit costs and will be prepared using Caltrans' cost estimating template.

Task 8, Deliverables:

1. Cost Estimates for the PSR

Task 9 - Prepare Draft PSR

CB will assemble all technical information from preceding tasks and prepare the administrative draft PSR. This administrative draft PSR will support TAM's CMIA project nomination.

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Task 10 - Support TAM's Project Submittal to CTC

CB will assist TAM by providing technical information for the CMIA project submittal to CTC. To minimize the cost, only 18 hours of staff time is included in this task for review and providing technical information for the submittal and attending meetings, if required, and 18 hours of staff time to assist with printing, production, and graphics.

Task 11 - Complete Draft PSR

Upon completion of the Administrative Draft PSR, CB will work with Caltrans to circulate the Administrative Draft PSR for Caltrans internal review. CB will also work with TAM to address and respond to Caltrans comments on the Administrative Draft PSR. The Administrative Draft PSR with TAM's revisions will be circulated again to obtain concurrence from the various Caltrans Offices that made the comments on the Administrative Draft PSR.

It is anticipated that Caltrans will request completion and approval of design exceptions at this stage of the PSR. In response to this request, an initial estimate of the hours required to respond to Caltrans is included in the cost proposal. It should be recognized that at this time, the number of design exceptions have not been identified and the actual cost to prepare the design exception fact sheets may need adjustment as the PSR is further developed.

Once this is done, CB will work with Caltrans to develop the Draft PSR for final Caltrans and FHWA review. Upon responding to comments on the Draft PSR, CB will work with TAM to complete the Final PSR for Caltrans signature and approval.

The PSR will use the Caltrans' PSR format and the report will include the following sections.

- I. Introduction
- II. Background
 - A. Existing Facility
 - B. Related Projects
- III. Need and Purpose
- IV. Alternatives
 - A. Project Alternatives
 - B. Traffic Analysis of Alternatives
 - C. Cost Comparison of Alternatives
 - D. Safety
- V. System Planning
- VI. Hazardous Material/Waste
- VII. Traffic Management Plan
- VIII. Environmental Process
- IX. Funding/Scheduling
- X. Project Contacts
- XI. Attachments

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- A. Location Map
- B. Concept Design Drawings
- C. Advanced Planning Study (Grade Separation)
- D. Preliminary Estimate of Probable Cost
- E. R/W and Utility Analysis

Task 11, Deliverables

- 1. Design Exception Fact Sheets
- 2. Administrative Draft PSR for Caltrans review (30 copies)
- 3. Draft PSR for Caltrans' review (30 copies)
- 4. Final PSR for the Project (30 copies)

Task 12 - Work with TAM to obtain approval of Final PSR

CB will work with TAM and Caltrans to respond to comments on the Draft PSR and to complete the Final PSR for Caltrans approval. This task includes one internal circulation of the Draft PSR within Caltrans and the responses to comments from this final review. Upon addressing the review comments, CB will prepare the Final PSR for Caltrans approval.

Task 12, Deliverables

- 1. Draft PSR for Caltrans review (30 copies)
- 2. Final PSR for the Project (40 copies)

12/12